

CHAPTER 6

MOBILITY AND CONNECTIVITY



A Master Plan for the Next Generation





MOBILITY AND CONNECTIVITY

A primary goal of HarfordNEXT is to establish policies that strengthen individual communities and restore connections between communities. By doing so, we will reinforce our common values and establish a collective sense of place. The future of Harford County will be rooted in strong and vibrant communities that balance land use, economic development, mobility, and environmental sustainability. Transportation planning will be key to integrating these components. As we contemplate the evolution of our communities, we must evaluate the impact of changing demographics and lifestyles. To accommodate the needs of our aging population and remain a desirable destination for families and younger individuals, greater efforts are needed to reduce our reliance on the automobile as the sole or primary means of mobility. HarfordNEXT emphasizes accessibility to alternate modes of transportation, such as walking, bicycling, and transit, as a means of managing traffic on our roadways while improving air quality and promoting healthy lifestyles. The framework of Mobility and Connectivity is organized around six principles: Taking A Universal Approach To Transportation Planning, Integrating Transportation and Land Use Planning, Establishing A Safe, Robust Network Of Bicycle and Pedestrian Facilities Accommodating Users Of All Levels, Improving Transit Service Offered, Finding Alternative Ways To Manage Congestion, and Expanding Transportation Demand Management (TDM) Programs.

State Visions:

*Public Participation
Quality of Life and
Sustainability
Community Design
Infrastructure
Transportation
Implementation*

Overlapping Themes:

*Grow with Purpose
Economic Vitality
Promoting Healthy
Communities*

Universal Transportation Planning

In considering how best to deliver comprehensive transportation solutions with increasingly limited funds, the list of proposed capital projects should be routinely assessed to determine cost effective and beneficial improvements to pursue. Investment in our transportation infrastructure is necessary to accommodate the increased strain on existing facilities. New and improved roads, bicycle facilities, sidewalks, trails and Park and Ride facilities are required to maintain a high quality of life for our citizens. These facilities should be harmonious with the character of the communities they serve and designed to foster confidence and safety. HarfordNEXT supports investment in transit, rail, freight facilities, and airports to maintain our competitiveness in the regional economy.

Livable Communities and Transportation

The nexus between transportation and land use is central to providing a high quality of life and promoting livable communities. Transportation is increasingly viewed as an important factor in developing a more holistic approach to land use planning; where alternative transportation options are prioritized over costly roadway expansions. Like other suburban counties, development patterns throughout Harford County reflect an emphasis on moving cars rather than circulating people. The development of a road code that combines alternative transportation options with sound land use planning is critical to promoting development patterns that reflect the livable communities model. The mobility and connectivity theme proposes implementable strategies that can be incorporated into a proposed update of the Harford County Road Code to help achieve the goal of being a livable community.

Bicycles, Pedestrians, and Transit

Harford County offers many safe and inviting facilities for pedestrians and cyclists. Our network of sidewalks, trails, and bicycle lanes connect many communities and provide access to schools, commercial centers, parks, libraries, and places of employment. As the County continues to grow, new development should incorporate similar facilities that enhance the existing system and strengthen the interconnectivity of our communities. Enhancements to the existing system should include the extension of the MA & PA Trail and the development of new trails, such as the Colonial Greenway Trail, previously identified in the 2003 Joppa/Joppatowne Community Plan. Connecting the two segments of the MA & PA Trail remains a high priority. Additionally, the Bicycle and Pedestrian Master Plan should be reviewed and updated, to ensure efforts to extend the network of non-motorized facilities is synchronized with other land use and transportation decisions.

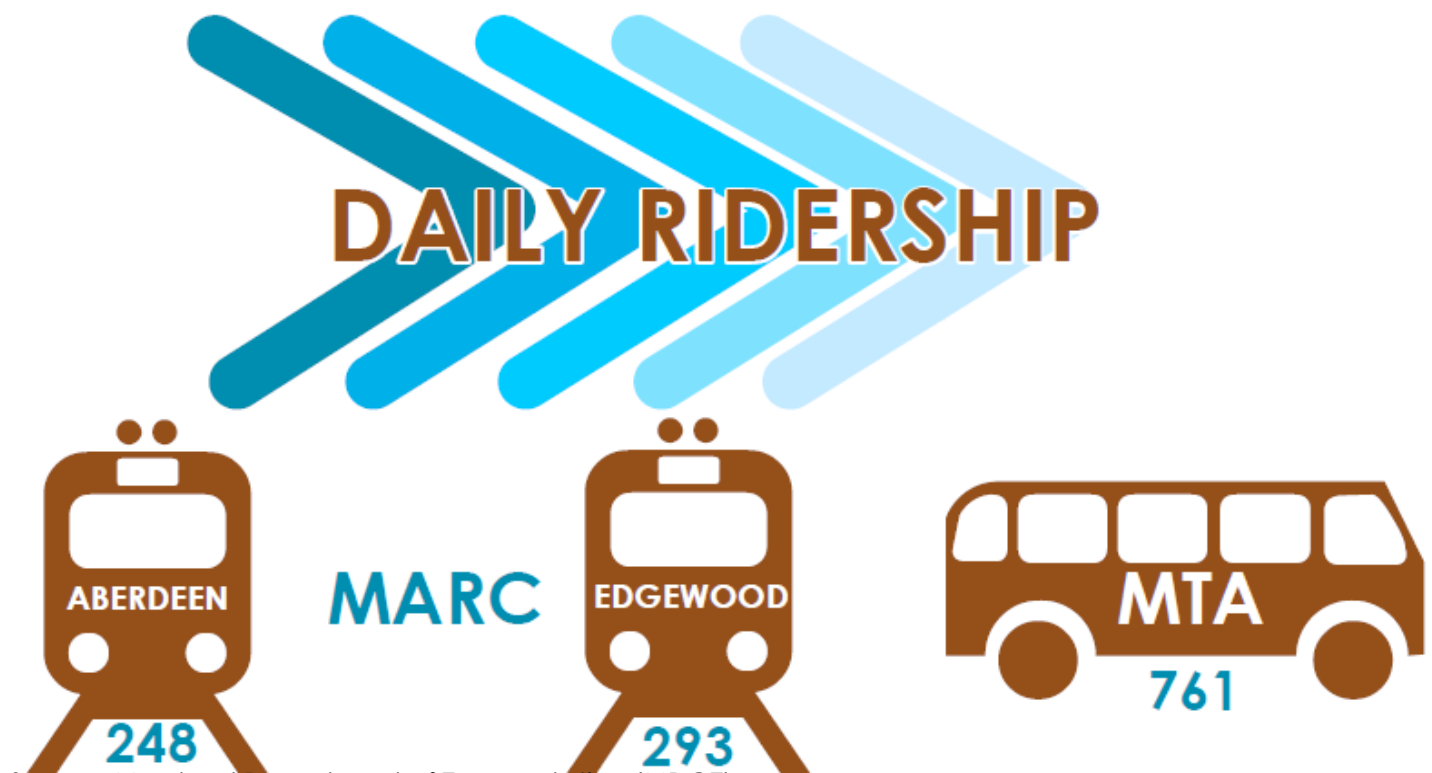
Harford Transit LINK provides a crucial service for commuters and residents moving in and around Harford County. The system provides regional links via the MTA's Commuter Bus Service and MARC train connections and fills a vital role for many residents, helping to fulfill their daily travel needs. Recognizing that transit must be part of a comprehensive strategy to solve many of our transportation issues, the goals and implementations identified in this theme support the provision of efficient, safe, and convenient bus and rail services that address local and regional travel needs. Successful transit can offset congestion, improve air quality, and help stimulate economic development. For transit to become a viable transportation option,

Harford Transit must continue to serve commuters and the transit-dependent while building ridership by providing safe and convenient access to transit stops and transfer hubs. Other system enhancements that improve service or user comfort coupled with land use decisions that facilitate transit use will encourage more widespread acceptance of transit as a viable alternative to the automobile.

Transportation Demand Management (TDM) is a general term for various strategies that increase transportation system efficiency, emphasizing the movement of people and goods, rather than motor vehicles.

Improving Road Traffic Conditions

Physical constraints and limited funding at the state and local levels preclude roadway expansion as a viable solution to traffic congestion. To alleviate some of the current and projected strain, the County will explore TDM concepts that optimize the existing transportation system without adding capacity. These concepts work by reducing the travel demand during times of peak congestion; possible solutions include employee transit pass subsidies, parking management for new development, shuttle services connecting employment centers, ridesharing, commuter education, transit promotions, and providing “last mile” connections by way of bicycle and pedestrian accommodations. Special emphasis should be placed on promoting TDM along the MD 22 and MD 543 Corridors and within the Chesapeake Science and Security Corridor (CSSC). Specific areas where TDM solutions could improve traffic conditions include Harford Community College (HCC), Aberdeen Proving Ground (APG), and near MARC train stations.



Source: Maryland Department of Transportation (MDOT)

The overarching vision of HarfordNEXT emphasizes strong and connected communities. To realize that vision, Harford County must pursue policies that promote a highly efficient transportation system that clearly addresses all motorized and non-motorized modes of travel in a holistic way. The Mobility and Connectivity theme highlights goals and implementations supporting an integrated approach to transportation planning, one that balances multi-modal transportation solutions with land use planning to maximize the efficiency of our transportation facilities and maintain our high quality of life.

The Mobility and Connectivity principles and goals are consistent with the Maryland Department of Transportation (MDOT) statewide goals. Listed below are the 2035 Maryland Transportation Plan goals for transportation system planning in the state:

- **Quality of Service:** Maintain and enhance the quality of service experienced by users of Maryland's transportation system.
- **Safety and Security:** Enhance the safety of transportation system users and provide a transportation system that is resilient to natural and man-made hazards.
- **System Preservation:** Preserve and maintain the State's existing transportation infrastructure and assets.
- **Environmental Stewardship:** Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.
- **Community Vitality:** Provide options for movement of people and goods that support communities and quality of life.
- **Economic Prosperity:** Support a healthy and competitive Maryland economy.

Functional Classification

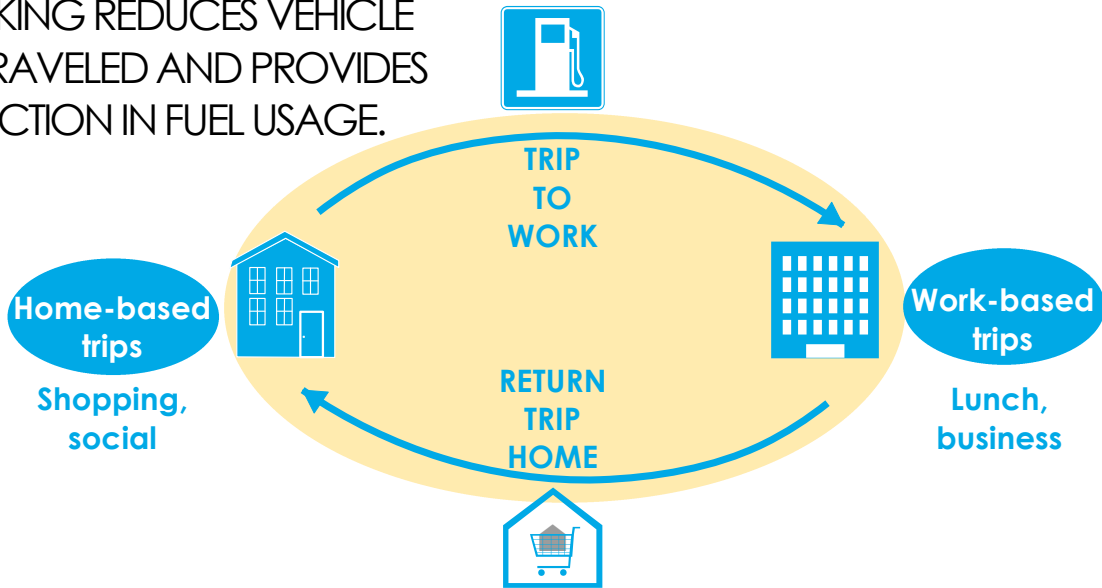
The Functional Classification of roads establishes a hierarchy of mobility and accessibility within the County road network. The classification of roadways by their function is an important component of transportation planning that defines how a road functions within the overall network of streets and roads.

A balanced relationship between mobility and access control can be ensured through the appropriate classification of roads within a network. The functional classification is also important when considering the scope of traffic impact analyses for development projects.

Roads are grouped into three general categories; arterial, collector and local roads. Arterials provide a high level of mobility and a greater degree of access control. Local roads provide a high level of access with a reduced level of mobility. Collector roadways provide a balance between mobility and land access. The Functional Classification map for Harford County along with a list of roads and definitions for each classification is provided in Appendix III.

MULTIMODAL HIGHLIGHTS

TRIP-LINKING REDUCES VEHICLE MILES TRAVELED AND PROVIDES A REDUCTION IN FUEL USAGE.



GREEN COMMUTING IN HARFORD



53%
of workers live & work in Harford County

How We Drive....

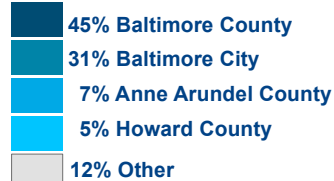
84%

DRIVE ALONE TO WORK

51%

LONG
COMMUTE
(>30 min)
&
DRIVE
ALONE

On the Road...

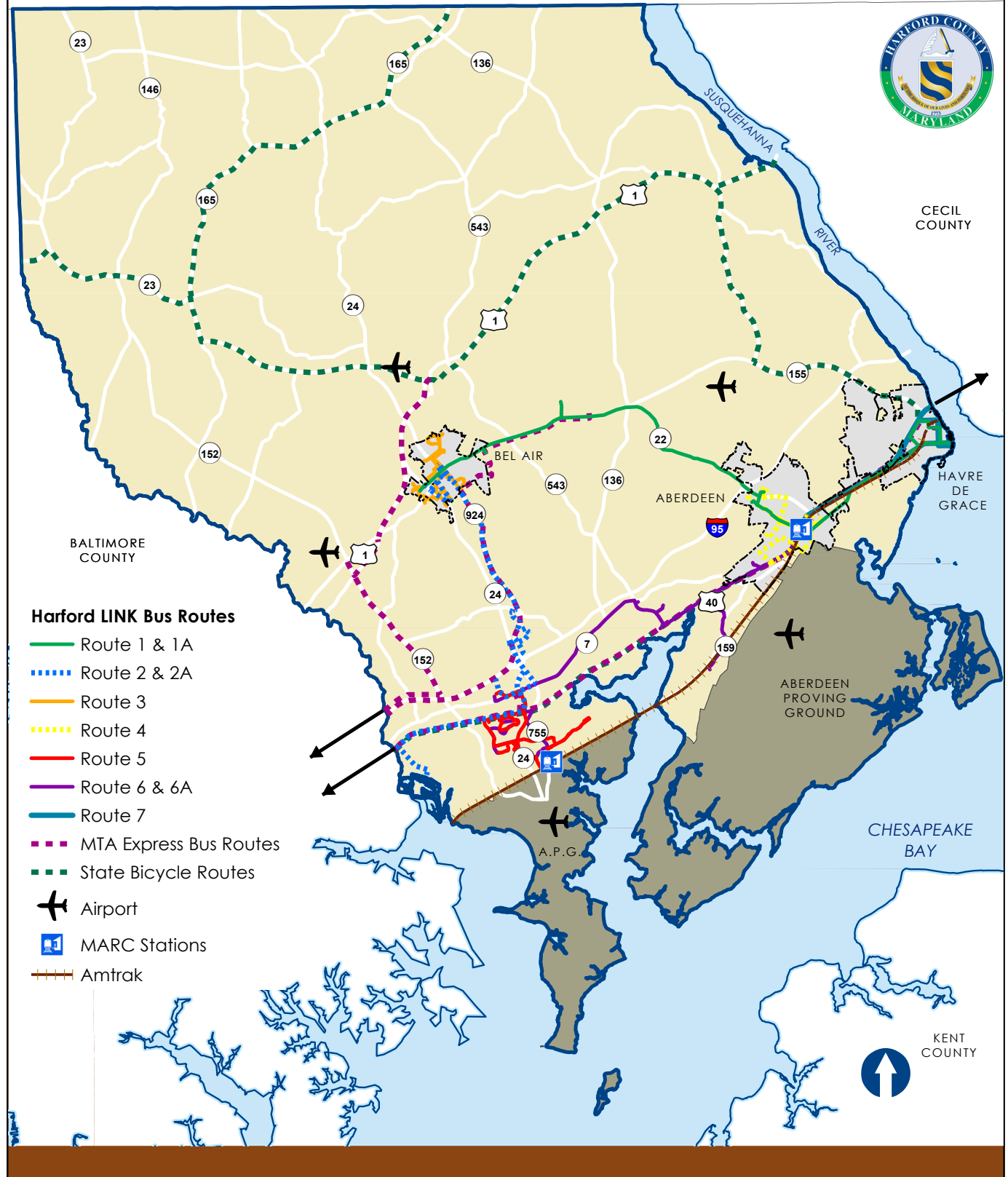


47%

of workers commute out of Harford County for work

SOURCE: U.S. Census Bureau, 2006-2010 American Community Survey Data, Journey to Work Commutation Data, March 2013

Multimodal Transportation



Principles, Goals, and Policies for Mobility & Connectivity (MC):

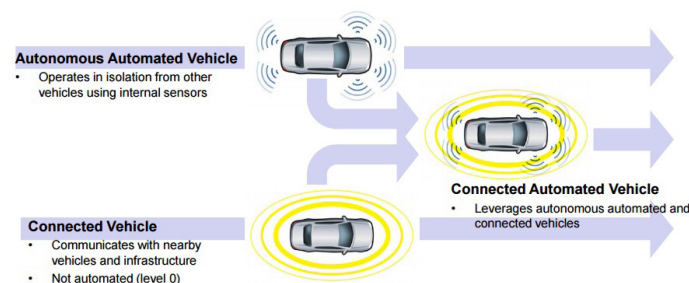
ADOPT A HOLISTIC APPROACH TO TRANSPORTATION PLANNING

Goal MC 1.1: Preserve right-of-way to effectively meet long-range transportation goals.

Rationale: Right-of-way preservation is essential to ensure current and future road capacity and reduce the cost of constructing improvements such as travel lanes, sidewalks, bicycle lanes, and parallel shared-use paths.

Implementation

(a) Research and plan infrastructure and added roadway capacity, such as for new exclusive travel lanes for connected and automated vehicles.



Source: US Department of Transportation

Connected Vehicles communicate with nearby vehicles and infrastructure, while Automated Vehicles operate in isolation from other vehicles using internal sensors.

(b) Develop a corridor capacity management and preservation program that coordinates land use and transportation decisions with the goals and policies of HarfordNEXT.

(c) Utilize the Baltimore Metropolitan Council (BMC) travel demand forecasts to determine corridors where acquisition of right-of-way is

necessary to meet future needs.

Goal MC 1.2: Improve road safety conditions for motorized and non-motorized transportation.

Rationale: Harford County is committed to preventing accidents on our roadways, particularly those leading to injury or loss of life.

Implementation

(a) Ensure that roadway designs prioritize safety for all modes of transportation.

(b) Conduct safety and congestion relief studies to inform decision making and identify practical alternatives for improving conditions.

(c) Prioritize capital projects that improve safety.

(d) Evaluate roads for safety as part of the development review process.

(e) Update the Harford County Road Code to ensure specifications accommodate highest levels of safety for all users.

(f) Continue to work with the Maryland Highway Safety Office to educate the public and implement highway safety programs to help reduce crashes and fatalities.

Maryland's Highway Safety Programs:

Impaired Driving
Occupant Protection
Distracted Driving
Aggressive Driving
Motorcycle Safety
Pedestrian and Bicycle Safety
Young and Older Driver Safety
Traffic Safety Information System Improvements
Police Traffic Services

Goal MC 1.3: Reduce congestion on roadways.

Rationale: Congested corridors lead to higher accident rates, reduce the efficiency of the road network, and negatively impact the economy.

Implementation

(a) Require that traffic impact studies evaluate the impact of unapproved projects in the vicinity of new development projects that will be reviewed through the Development Advisory Committee (DAC).

(b) Consider flexible Level of Service (LOS) standards for mixed-use or transit oriented development.

(c) Develop corridor-wide LOS standards using Synchro Software and accepted guidelines.

(d) Include minimum LOS standards for bicycle and pedestrians at signalized intersections based on Highway Capacity Software.

(e) Use Notify Me application to provide alerts regarding congested areas and encourage use of alternate routes.

(f) Encourage businesses to provide employee incentives to rideshare, telework, and use transit.

(g) Partner with the State in developing a comprehensive traffic plan to alleviate traffic congestion with special emphasis on the MD 22 and MD 543 Corridors.

Goal MC 1.4: Commit to investing in our future by completing 33% of our priority projects over the next 15 years.

Rationale: Strategic investment in modern transportation facilities produces many long-term benefits. These benefits include traffic congestion relief, improved access to goods and services, better system reliability, increased economic development, and improved air quality. Completing these

projects in a timely fashion maximizes these benefits.

Implementation

(a) Develop methodology to annually identify, prioritize, and pursue short-term and long-term capital improvements.

(b) Fund capital projects that align with state aid or developer contributions to maximize combined investments and accelerate completion of priority projects.

(c) Continue to prioritize the preservation of road facilities and the maintenance and operations of these facilities.

Goal MC 1.5: Allow for efficient movement of freight and agriculture equipment.

Rationale: Movement of freight and agricultural equipment is an important part of the County's economy. The proximity of major highways, rail corridors, and large regional ports provides access to national and global markets. Designating freight routes helps avoid conflicts with residential traffic. Facilitating the efficient movement of agricultural equipment is critical to sustaining our agricultural community.

Implementation

(a) Identify opportunities to cluster land uses with a high concentration of freight uses.

(b) Complete the Michaelsville Road connection for truck traffic in Perryman for a direct connection to MD 715.

(c) Work with SHA to identify a location along the I-95 corridor for overnight truck parking.

(d) Identify points of conflict between commuters and agricultural equipment.

(e) Develop and install signage alerting motorists to the presence of agricultural equipment.



The Maryland Manual on Uniform Traffic Control Devices (MUTCD) has signs that could be combined to create signage warning commuters in rural areas of farm machinery.

Goal MC 1.6: Support existing aviation facilities.

Rationale: Community aviation facilities can be vital links in the macro transportation system and aid local economies by creating jobs, moving goods, generating revenue, and attracting businesses to an area.

Implementation

(a) Encourage the aviation facilities to partner with the Maryland Aviation Administration (MAA) to develop a Harford County aviation facilities master plan.

(b) Ensure improvements to existing facilities are consistent with the character of the community they serve.

(c) Promote commercial activities associated with aviation facilities and encourage events that engage the community.



Harford County Airport provides commercial flight services as well as recreational opportunities.

INTEGRATE TRANSPORTATION WITH LAND USE PLANNING

Goal MC 2.1: Establish a Transportation for Livable Communities program.

Rationale: Livable communities promote civic engagement and a sense of place through safe, sustainable choices for a variety of elements that include transportation, housing, education, recreation, cultural diversity, and enrichment.

Implementation

(a) Establish a complete streets policy in accordance with national standards ensuring use of context sensitive solutions in roadway design.

A context sensitive solution is an approach to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

(b) Require that new development and retrofit projects be designed using the established complete streets policy.

(c) Develop streetscape and street beautification plans to include amenities such as crosswalks, pedestrian scale lighting, benches, planter boxes, street trees, banners, kiosks, trash receptacles, bicycle parking, and wayfinding signage where appropriate.

(d) Promote walkable neighborhoods that facilitate connectivity, safety, healthy lifestyles, and social interaction.

Goal MC 2.2: Reinforce the connection between transportation planning and land use planning through updates to manuals, regulations, and design standards.

Rationale: Traditional transportation planning tends to emphasize vehicle mobility improvements over other community livability objectives. Therefore, connecting transportation planning and land use planning is essential for building resilient, livable communities.

Implementation

(a) Update the Harford County Road Code to ensure specifications accommodate all travel modes and that road designs are consistent with the character of the community they serve.

(b) Require context sensitive solutions that take into account the surrounding community and land uses.

(c) Plan for connections between parcels with different land uses where appropriate, including service roads along commercial corridors.

(d) Create pedestrian-oriented public spaces which are easily accessible by walking, bicycling or transit.

Goal MC 2.3: Develop access to County and state parks and expand waterfront access.

Rationale: Parks and open space are essential to our quality of life. Providing safe connections to parks, waterfronts, and other public spaces contributes to achieving livable communities.

Implementation

(a) Expand operating hours at existing parks and improve access to public waterfronts and waterways for boating, fishing, and other recreational activities.

(b) Create a network of trails, greenways, and bikeways that connect communities

to nearby parks, schools, and recreation facilities.

(c) Work with the Lower Susquehanna Heritage Greenway (LSHG), the East Coast Greenway (ECG), and Cecil County to identify a safe bicycle and pedestrian crossing over the Susquehanna River.

(d) Coordinate with DNR to extend the southern terminus of the Little Gunpowder Falls Trail and Big Gunpowder Falls Trail to connect to the existing State Park trail network around historic Port Joppa on Rumsey Island.



Expanding access to Harford County's waterfront creates recreational opportunities.

EXPANDED NETWORK OF SAFE BICYCLE AND PEDESTRIAN FACILITIES

Goal MC 3.1: Establish development standards that incorporate multimodal options and connectivity into new projects.

Rationale: Non-motorized connections enhance mobility and reduce congestion, particularly in areas where new development occurs. Connecting neighborhoods and local destinations with sidewalks and pathways reduces vehicle miles traveled, alleviates congestion, improves safety, and promotes active lifestyles.

Implementation

(a) Require bicycle parking to be included on site development plans for non-residential developments.

(b) Provide interparcel connections between developments for bicycles and pedestrians.

(c) Require facilities for internal bicycle and pedestrian circulation in commercial development and include provisions for connectivity to surrounding uses.

(d) Incorporate shared access points for commercial developments.

(e) Prioritize locations that have the greatest need for new or reconstructed sidewalks to create pedestrian links.

(f) Update GIS to show a connectivity layer identifying sidewalks, shared use paths, bicycle lanes, easements, and existing rights-of-way.

Commercial developments with shared access points unifies properties and provides smoother connections by reducing the number of conflicting turning movements which is safer for drivers, pedestrians and bicyclists.

Goal MC 3.2: Improve safety for bicyclists and pedestrians.

Rationale: People are more likely to walk or bicycle when proper facilities are in place to provide an appropriate level of comfort and safety.

Implementation

(a) Evaluate the installation of chokers, refuge islands, and raised crosswalks to reduce traffic speeds and improve safety where appropriate.

(b) Provide pedestrian access and intersection improvements near transit stops.

(c) Provide connections from transit to job centers by way of bicycle and pedestrian accommodations.

(d) Follow the recommendations of the 2013 Bicycle and Pedestrian Master Plan.

(e) Conduct bicycle and walkability safety audits as prescribed in the Bicycle and Pedestrian Master Plan.

(f) Evaluate the Neighborhood Traffic Management Program (NTMP) and revise to incorporate elements that improve safety.

(g) Incorporate "Road Diets" to achieve systemic improvements by reducing the number of travel lanes and/or width of roadways.

A road diet removes a travel lane from a road and converts the extra road width into a center turn lane, bicycle lanes, a bus lane, pedestrian refuge and/or parking.

Goal MC 3.3: Add multiple miles of shared use paths adjacent to high volume roads.

Rationale: Constructing trails and shared use paths adjacent to roadways is an efficient use of right-of-way and provides an alternative for bicyclists, joggers, and pedestrians.

Implementation

(a) Utilize GIS to identify existing rights-of-way with potential to accommodate shared use paths.

(b) Update GIS to show existing sidewalks, shared use paths, bicycle lanes, easements, and paper roads to identify gaps.

(c) Develop agreements with state agencies and utility companies to allow trails and paths within rights-of-way.

(d) Prioritize the development of shared use paths within existing communities and create regional connections to destinations.

Goal MC 3.4: Develop a pilot program establishing temporary car-free zones and bicycle boulevards.

Rationale: Car-free zones and bicycle boulevards promote economic activity, healthy communities, and social interaction. Sponsored events can raise awareness of existing non-motorized transportation facilities.

Implementation

(a) Expand on the existing car-free events conducted by Harford Commuter Assistance and Harford Transit.



Events such as Bike to Work day promote bicycling as an alternative to motorized options.

(b) Work with municipalities, main street organizations, and community associations on the temporary conversion of “main streets” into pedestrian malls and bicycle boulevards.

(c) Hold cyclovía events to showcase healthy and active transportation options.

Cyclovía is the temporary closing of a road or network of streets so that they become open to people for walking, jogging, bicycling or skating. Originating in Bogota, Columbia, the concept is increasing in popularity worldwide.

SAFE, EFFICIENT, AND CONVENIENT TRANSIT SERVICES

Goal MC 4.1: Expand commuter train and bus service along the northeast corridor.

Rationale: Expanding commuter service will help meet the demand projected by the MARC Growth and Investment Plan (MGIP) and grow ridership through focused redevelopment around transit stops.

Implementation

(a) Improve intermodal connections between bus and rail to extend geographic service area.

An intermodal connector is a place where the transfer from one mode of transportation to another mode of transportation takes place.

(b) Work with MTA to provide additional MARC service to accommodate reverse commuting as well as late evening and weekend demand.

(c) Work with MTA to provide MARC commuting options to and from Delaware and Pennsylvania.

(d) Work with MTA to increase commuting options for commuters between Washington, DC and Baltimore and Aberdeen Proving Ground (APG).

(e) Work with MTA to provide service to Harbor East and additional commuter service to Downtown Baltimore.

Goal MC 4.2: Establish safe, convenient, and accessible bus stops.

Rationale: Ridership can be increased when citizens have safe and convenient access to transit.

Implementation

(a) Incorporate highly visible signage, lighting, landscaping, crosswalks, and sidewalks at bus stops.

(b) Provide benches and shelters, bicycle parking, cell phone charging stations, and trash receptacles at highly used bus stops.

(c) Ensure that all bus stops comply with the ADA requirements.

Goal 4.3: Create a centrally located bus transfer hub with amenities for passengers.

Rationale: A hub provides more effective service by allowing riders to efficiently transfer between routes. Properly located and appointed hubs are safe, provide more reliable connectivity, reduce travel times, and can attract new riders.

Implementation

(a) Identify suitable location(s) where existing service could be supplemented by linking additional routes.

(b) Evaluate potential need to build a hub facility in Bel Air on publicly owned property or partner location. A potential partner location could be the Harford Mall or other large parking lot.

(c) Design hubs to accommodate appropriate level of use. Possible amenities include a comfort station with restroom facilities and refreshments for drivers and passengers, shelters, benches, and informational kiosks.

Goal MC 4.4: Improve local transit services.

Rationale: More frequent and convenient service will better accommodate users and expand ridership.

Implementation

(a) Improve the routes and schedules of the existing circulators in Bel Air, Aberdeen and Edgewood.

(b) Consider additional fixed route circulators, such as within Havre de Grace.

(c) Evaluate need and potential for Harford LINK service to Forest Hill.

(d) Extend service to the Edgewood train station.

(e) Incorporate Quick Response (QR) Codes on bus signs and transit literature to link to the transit website.

Bus routes will be linked to the website to determine the location of the bus en route and follow their progress on a smartphone, computer or tablet.

(f) Update the website to provide riders with information that improves confidence in the transit system, such as schedules, general information, and routes.

(g) Expand weekday service times to accommodate flexible work hours.

(h) Evaluate operating limited Saturday service for higher demand routes.

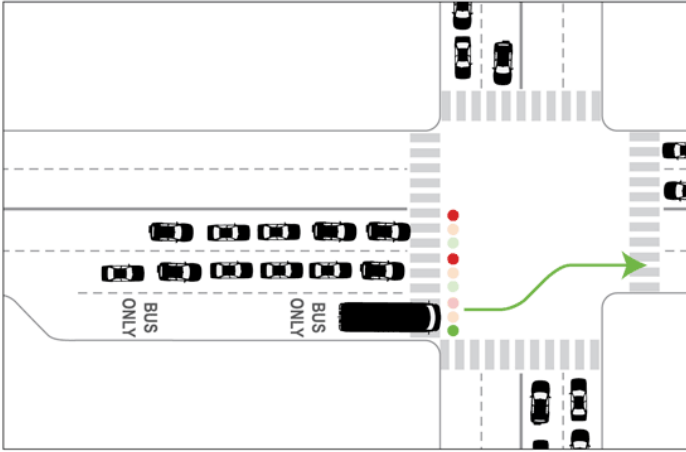
Goal MC 4.5: Improve headways on all bus routes.

Rationale: Reduced wait times will provide greater connectivity, better reliability, and increased ridership.

Implementation

(a) Optimize schedules and routes to establish safe and efficient service.

(b) Equip buses with signal priority control devices and install queue jump lanes.



Source: Ontario Ministry of Transportation

A queue jump is a type of roadway geometry used that gives preference to buses at intersections.

(c) Operate express routes between municipalities and identify potential for dedicated routes between employment centers and residential hubs.

Headway is a measurement of the distance or time between buses or trains in a transit system.

Goal MC 4.6: Upgrade Park and Ride services and facilities throughout Harford County.

Rationale: Park and Ride facilities are essential for encouraging shifts to transit and ridesharing. When Park and Ride is served by transit, it compounds the benefits by further reducing congestion, commuter costs, and air pollution.

Implementation

(a) Improve intermodal connectivity by providing MTA and Harford Transit LINK bus service to Park and Ride facilities.

(b) Work with MTA to establish an I-95 Commuter Bus Route originating at the MD 155 Park and Ride.

(c) Identify an appropriate location for a new

Park and Ride facility along MD 924.

(d) Relocate the existing Park and Ride lot on MD 22 to a more convenient location that will better serve the corridor.

AN EMPHASIS ON REDUCING VEHICLE MILES TRAVELED

Goal MC 5.1: Establish pilot programs for car sharing and bike sharing.

Rationale: Car sharing and bike sharing are simple and effective ways to alleviate congestion. Participants in these programs drive less and are more likely to seek alternative transportation options.

Implementation

(a) Identify and solicit partner organizations to assist with program launch.

(b) Identify partner community to ensure participation during pilot phase.

(c) Promote the programs through Harford Commuter Connections and the Office of Economic Development.

In 2014, there were 2.4 billion Vehicle Miles Traveled within Harford County resulting in frequent congestion along major commuting routes.

Goal MC 5.2: Reinstate an APG shuttle service with routes serving the Edgewood area of APG.

Rationale: An efficient and reliable shuttle service can reduce congestion and delays at the gates. Shuttle service provides a connection to APG for commuters arriving via rail. In addition, shuttle service can circulate on the base reducing car trips within and between the installations.

Implementation

(a) Evaluate and implement shuttle/transit service at APG and the Edgewood area of APG.

(b) Coordinate with the Transportation Work Group (TWG) at APG to provide an APG shuttle service with routes that will also serve the Edgewood Area.

(c) Reinstate shuttle service from the Aberdeen train station and provide service from the Edgewood train station connecting to the installations.

Goal MC 5.3: Partner with HCPS to implement Safe Routes to School Programs.

Rationale: Improvements to the pedestrian and bicycle network will make walking and bicycling to school a safer and more appealing option. SRTS initiatives are often celebrated as opportunities for parents to spend time with their children and encourages them to participate in a more active and healthy lifestyle.

Implementation

(a) Continue to pursue funding for the Safe Routes to School Program and work to implement a program for every elementary and middle school in Bel Air, Havre de Grace, Aberdeen, Edgewood and Joppatowne.

(b) Implement a countywide Safety Town program for kindergarten students.

Safety Town was started in 1937 and is a safety education program for children that teaches pedestrian safety, bike safety, stranger safety, drug awareness, fire safety, school bus safety, outdoor safety and seatbelt safety.

(c) Ensure adequate pedestrian and bicycle

infrastructure exists near and leading to the County's high schools.

(d) Encourage schools to provide educational programs that support walking.

(e) Support, promote, and expand the annual International Walk to School Day.

International Walk to School Day is a global event held each October that has become part of a movement for year-round safe routes to school.

Goal MC 5.4: Work with APG and SHA to provide High-Occupancy Vehicle (HOV) lanes on congested roads during peak hours.

Rationale: APG has a concentration of jobs and commuters. Reducing vehicle trips is essential for relieving congestion on roads leading to the base. Creating HOV lanes provides an incentive for commuters to carpool and can reduce congestion at the gates.

Implementation

(a) Convert the existing eastbound MD 22 shoulder into a temporary travel lane and the left lane into a temporary HOV lane during the AM Peak Hours.

(b) Designate one of the gates at APG for HOV.

(c) Install advance notice signage along the MD 22 corridor to notify drivers of the upcoming temporary lane usage restriction.

EXPAND TRANSPORTATION DEMAND MANAGEMENT (TDM)

Goal MC 6.1: Promote the benefits of TDM.

Rationale: TDM programs give commuters

more travel options and provide a time savings and economic benefit.

Implementation

(a) Work with the Office of Economic Development and Harford County Public Schools to provide educational tools about transportation options and the benefits of clean commuting.

(b) Work with property managers of multi-tenant buildings to coordinate and implement rideshare programs and transit incentives.

(c) Support the efforts of the APG-CSSC office, APG-CSSC Transportation Center and the Transportation Work Group at APG.

(d) Emphasize TDM policies such as flextime, telework, bus pass subsidies, and parking restrictions within the CSSC.

(e) Establish TDM policies along the MD 22 corridor, such as working with Harford Community College (HCC) on scheduling of classes with large enrollment to off peak hours.

Goal MC 6.2: Develop alternative ways to manage transportation congestion.

Rationale: Harford County supports promoting alternative ways to improving road conditions and alleviating congestion.

Implementation

(a) Encourage infill development opportunities that incorporate mixed use and multimodal transportation options.

Vehicle Miles Traveled are increased by development outside of existing communities and neighborhoods.

(b) Prioritize infrastructure upgrades that support infill development.

(c) Encourage mixed-use projects centered on walkability to reduce automobile trips.

(d) Promote trip chaining/trip linking to reduce VMT.

(e) Promote Live Near Your Work initiatives.

(f) Encourage athletic tournament sponsors to work with local hotels to provide shuttle service to regional fields as a means to reduce vehicular traffic and reduce carbon footprint.

Goal MC 6.3: Educate the public and encourage people to make transportation choices that reduce the number of single occupant trips.

Rationale: When more people rideshare or take an alternate mode of transportation instead of driving alone it reduces the number of cars on the road which lowers our carbon footprint.

Implementation

(a) Establish an outreach program that encourages commuters to try alternate forms of transportation.

(b) Continue to promote carpooling and vanpooling as commuting options and encourage increase participation in telecommuting and flex-time.

(c) Develop tools to help commuters find rideshare partners or plan transit routes.